ASSIGNMENT 7

Textbook Assignment: "Aircraft Logbook," Aircraft Inventory Reporting System (AIRS)," "Aeronautical Equipment Service Record (AESR)," and "Aircraft Engine Management System (AEMS)." Pages 6-1 through 9-12.

THE QUESTIONS IN THIS ASSIGNMENT (ASSIGNMENT 7) COMPLETE THE REVIEW OF CHAPTERS 6 THROUGH 9 OF YOUR TEXTBOOK. IN ANSWERING THESE QUESTIONS, REFER TO THE SITUATION DESCRIBED IN THE FIGURES IN THIS ASSIGNMENT, THE APPROPRIATE CHAPTER IN THE TEXTBOOK, AND TO REFERENCES DISCUSSED IN THE TEXTBOOK. QUESTIONS IN ASSIGNMENT 7 MAY NOT FOLLOW TEXTBOOK ORDER.

You are attached to VS-51 physically located at NAS East Coast and are assigned to the logs and records section. Your duties as logs and records clerk include making aircraft logbook entries, aeronautical equipment service record entries, and local record entries. In addition, you are tasked with submitting aircraft status reports and engine management reports.

VS-51 flies the S3B aircraft with two TF41-400A engines installed. A primary mission of VS-51 is antisubmarine warfare.

Figure 7-A

IN ANSWERING QUESTIONS IN THIS ASSIGNMENT, REFER TO FIGURE 7-A, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

The catapult launch bar, a scheduled removal component (SRC) card item, installed on BUNO 156864 must be removed and forwarded to a Depot-level maintenance activity for its 100-hour inspection.

Figure 7-B

IN ANSWERING QUESTIONS 7-1 AND 7-2, REFER TO FIGURE 7-B, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

7-1.   In what manner should you dispose of the SRC card for the removed component?

   1.   Forward a copy of the card to the central repository
   2.   File the card for 12 months, then forward the card to the central repository
   3.   File the card for 12 months, then destroy the card
   4.   Forward the card along with the component

7-2.   What action, if any, must you take with regard to the old SRC card?

   1.   Copy the card and forward the original to the central repository
   2.   Close out the card
   3.   Initiate a new card and attach it to the old card before you transfer the launch bar
   4.   None

A replacement catapult launch bar and the SRC card have been received from supply and the launch bar must be installed on BUNO 156864. BUNO 156864 has accumulated 1,275 catapults (CATs). The replacement interval is 100 catapults.

Figure 7-C

IN ANSWERING QUESTIONS 7-3 THROUGH 7-5, REFER TO FIGURE 7-C, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

7-3.   From what type of publication should you find the replacement interval for this new catapult launch bar?

1.   Maintenance instruction manual
2.   Illustrated parts breakdown
3.   Maintenance requirements cards
4.   Periodic maintenance information cards

7-4.   What is the replacement due for the new catapult launch bar?

1.   T1400
2.   T1375
3.   T1350
4.   T1300

7-5.   An entry recording removal of the old and installation of the new launch bar is required. On what records should you record this installation?

1.   Miscellaneous/History and SRC card
2.   Repair/Rework Record and SRC card
3.   Inventory Record and SRC card
4.   Structural Life Limits Record and SRC card

IN ANSWERING QUESTIONS 7-6 AND 7-7, REFER TO FIGURE 6-6 IN THE TEXTBOOK.

7-6.   What does the C next to serial column on Airframe Change (AFC) 242 List 02 indicate?

1.   AFC 242 was issued and then canceled
2.   AFC 242 has been completely incorporated
3.   AFC 242 is not applicable
4.   AFC 242 was previously complied with

7-7.   Upon installation AFC 242 and after annotation of list 02, what other documentation action is required for this TD?

1.   Delete AFC 242 from List 02
2.   Annotate the Technical Directives page
3.   Annotate the List 04
4.   Submit a MAF to delete AFC 242 from the database

Today, Sunday afternoon, an operating aircraft in material condition reporting status (IN-MCRS), BUNO 158684, sustained heavy damage to the port side of the vertical stabilizer while parked on the flight line during a hail storm. Damage is heavy, but special rework repairs are in process by the Jacksonville Naval Depot (NADEP) facility field team at your activity's site. You must carry out the administrative requirements to report damage and document the repair of BUNO 158684.

Figure 7-D

7-8.   What report should you submit to report
        the damage to BUNO 158684?

        1.   Aircraft strike report
        2.   Maintenance damage report
        3.   OPNAV XRAY report
        4.   Aircraft damage report

7-9.   What action code should you use in your
        report?

        1.   E
        2.   S
        3.   X
        4.   Y

7-10.   Required data elements are A through F,
        V, and Remarks for your report. What
        additional data elements are required in
        your initial report?

        1.   G and S
        2.   J and N
        3.   K and S
        4.   P and N

7-11.   What Strike/Damage code should you use
        in your report?

        1.   5AAC
        2.   51HC
        3.   11AB
        4.   11AA

7-12.   What should be the appropriate status code
        for BUNO 158684 in your report?

        1.   A12
        2.   D30
        3.   G30
        4.   1 3 0

7-13.   On which of the following records or
        reports should you log your outgoing
        report?

        1.   Aircraft Engine Record Card
        2.   Repair/Rework Record
        3.   Aircraft Record "A" Card
        4.   Miscellaneous/History record

7-14.   On which of the following aircraft
        logbook records should you record the
        repair action?

        1.   Repair/Rework Record
        2.   Work Request
        3.   Structural Life Limits records
        4.   Structural Repair/Rework record

7-15.   What is the deadline for submission of
        your report on the damage to BUNO
        158684?

        1.   2400, Sunday
        2.   2400, Monday
        3.   1600, Sunday
        4.   1200, Monday

Today is Monday, 0900. BUNO 158684's port
engine, serial number 341516, must be removed and
replaced due to low oil pressure. You must submit
the required engine transaction report (ETR).

Figure 7-E

7-16. What total number of transactions in your report are needed to completely document removal and replacement of engine serial number 341516?

1. Five
2. Two
3. Three
4. Four

7-17. What removal/downgrade/repair code should you use on your ETR?

1. 1T
2. 3W
3. 5Q
4. 5W

7-18. What is the correct format for data element 1, engine serial number, on your ETR?

1. 341516
2. 3415160
3. 0341516
4. 034151

7-19. Engine serial number 341516 has 103.5 hours. What entry should you make for item 9, Flight Hours Since New, on your ETR?

1. 0103.5
2. 00103.5
3. 00104
4. 00103

7-20. To identify the removed engine, you should record reason for removal, job control number (JCN), shipping document number, activity transferred to, and status/STAR code on what AESR record?

1. Repair/Rework Record
2. Inventory Record
3. Miscellaneous/History record
4. Equipment History Record card

7-21. Upon receipt of the replacement engine and AESR, you should make a specific entry concerning which of the following records in the AESR Miscellaneous/History record?

1. Equipment Operating Record
2. Equipment History Record
3. Monthly Flight Summary
4. Inventory Record

7-22. On what record should you record the engine position number of the new installed engine?

1. Equipment Operating Record
2. AESR cover
3. Equipment History Record card
4. Assembly Service Record

7-23. On what card or record should you log the submission of your ETR?

1. Aircraft Engine Record card
2. OPNAV XRAY report record
3. Aircraft Record "A" Card
4. Equipment History Record card

The Aircraft Accounting Audit Report is due. One of VS-51's aircraft will transfer the day before the report date.

Figure 7-F

IN ANSWERING QUESTIONS 7-24 THROUGH 7-27, REFER TO FIGURE 7-F, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

7-24. What local record should you use as a source to prepare the report?

1. Maintenance Time Sheet
2. OPNAV XRAY report records
3. Aircraft Engine Record Card
4. Aircraft Record "A" Card

7-25. In what manner should you treat the transferring aircraft in your report?

1. Include the aircraft in your report and make appropriate comments in the remarks section
2. Exclude the aircraft from your report entirely
3. Include the aircraft in your report and submit an update OPNAV XRAY report after the aircraft transfers
4. Exclude the aircraft from your report, and submit a notification message to the controlling custodian

7-26. During preparation of the report, you notice that the current status of one aircraft has not been reported. What action should you take?

1. Ask for permission to include the aircraft on the next report
2. Call the action addressee to inform the addressee of the error
3. Submit an updating OPNAV XRAY report
4. Delete the aircraft from the report

7-27. One aircraft has 1226.8 flying hours in life. How should flying hours in life, item X, appear on the report?

1. 1226.8
2. 1227
3. 001226
4. 001227

Your leading chief has just discovered an error in the reported strike/damage code on a previously submitted OPNAV XRAY report.

Figure 7-G

IN ANSWERING QUESTIONS 7-28 THROUGH 7-31, REFER TO FIGURE 7-G, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

7-28. What is the deadline for submission of the correction report?

1. 2400 the day after the error is discovered
2. 1600 on the day you are notified of the error
3. 1200 the day after the error is discovered
4. 0800 on the day after you are notified of the error

7-29. What total number of transactions on the OPNAV XRAY report is/are required to delete and correct this report?

1. One
2. Two
3. Three
4. Four

7-30. The last OPNAV XRAY serial number used was 015. The serial number for the incorrect OPNAV XRAY report was 009. What serial number should you assign to the correction OPNAV XRAY report?

1. 009
2. 010
3. 015
4. 016

7-31. NAVAVNDEPOTOPCEN and COMNAVAIRSYSCOM are mandatory info addressees on your correction report. What additional command should be an "INFO" addressee?

1. CNET
2. CNO
3. CINCLANTFLT
4. CINCPACFLT

Figure 7-H

IN ANSWERING QUESTIONS 7-32 THROUGH 7-36, REFER TO FIGURES 7-A AND 7-H, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

7-32.   What action should you take for the aircraft and installed engines on detachment at NAS West Coast?

1.   Include the engines in your report. Report the hours logged on the Equipment Operating Record from last month's monthly entry
2.   Omit the engines from your report
3.   Include the engines on your report. Contact the detachment for the correct number of hours to be reported
4.   Include the engines on the report. Report the hours used on the last report submitted

7-33.   What series STAR code should you use on the report?

1.   60
2.   70
3.   80
4.   90

7-34.   In what order should you list the aircraft and engines on your EOQ report?

1.   In any order
2.   In BUNO number and engine position number order
3.   In engine serial number and engine position number order
4.   In engine serial number and BUNO number order

7-35.   What item of information determines the submission date of your EOQ report?

1.   S3B aircraft
2.   TF34-400A engines
3.   NAS East Coast
4.   Sea Control Squadron

7-36.   What report symbol should you use on the EOQ report for VS-51?

1.   13700-9
2.   5442-1
3.   4790-1
4.   3110-9

Figure 7-I

IN ANSWERING QUESTIONS 7-37 AND 7-38, REFER TO FIGURE 7-1, THE TEXTBOOK, AND REFERENCES DISCUSSED IN THE TEXTBOOK.

7-37.   In what logbook record should you log the removal and replacement of the MC53 CAD?

1.   Inventory Record
2.   Installed Explosive Device Record
3.   Weight and Balance record
4.   Structural Life Limits record

7-38.   The SEATS/ICAPS program automatically computes what date upon installation of the new MC53 CAD and entry onto the system?

1.   The date of manufacture
2.   The installation date
3.   Service life expiration date
4.   Acceptance date into the Navy inventory

A Phase A inspection has just been completed on
BUNO 158684 at 2104.4 hours. The scheduled
inspection was due at 2154.4 hours but was
performed early due to operational commitments.
The inspection interval for this aircraft is two phase
inspections (Phase A and Phase B) at 170 hours
each. Phase inspections are authorized a 10 percent
deviation. The next phase due is computed from the
hour the inspection was begun.

Figure 7-J

IN ANSWERING QUESTIONS 7-39 THROUGH
7-43, REFER TO FIGURE 7-J, THE TEXTBOOK,
AND REFERENCES DISCUSSED IN THE
TEXTBOOK.

7-39.   On what logbook record should you record
        the deviation from the old inspection
        induction hours?

        1.   Inspection Record
        2.   Structural Life Limits record
        3.   Scheduled Removal Component card
        4.   Miscellaneous/History record

7-40.   On your entry about the deviation, you
        should ensure that what specific
        information is included?

        1.   The next phase inspection due, flight
             hours due at, and reason for deviation
             of inspection
        2.   The reference publications and man-
             hours expended to complete the
             inspection
        3.   A notation specifying that the Seat
             Survival Kit Records, Aircrew
             Systems Records, and Aircrew
             Personal Equipment Records were
             inventoried during the inspection
        4.   A list of applicable Maintenance
             Requirement Cards (MRCs) used to
             complete the inspection

7-41.   The next inspection due, Phase B, is due at
        what flight hours on BUNO 158684?

        1.   2154.4 hours
        2.   2274.4 hours
        3.   2324.4 hours
        4.   2444.4 hours

7-42.   What entry should you record in the "Type
        or Description of Inspection" block of the
        Inspection Record to document
        completion of the Phase A inspection?

        1.   Phase A/2104.4
        2.   Phase B/2154.4
        3.   Phase A/2154.4
        4.   Phase B/2274.4

7-43.   A local form should be prepared
        consisting of a list of what items or
        components for inventory during this
        Phase A inspection?

        1.   Items listed on the Structural Life
             Limits record
        2.   ASR, EHR, MSR, or SRC card
             components
        3.   Classified and pilferable items
        4.   Components that are rigidly fixed in
             the aircraft

You were just handed a completed maintenance
action form (MAF) documenting the removal of a
technical directive, Power Plant Change 123.

Figure 7-K

7-44. On which of the following records should you log PPC 123's removal?

1. Inventory Record of the applicable AESR
2. List 02 in the aircraft logbook
3. List 04 in the aircraft logbook
4. Technical Directives record in the applicable AESR

7-45. What TD Status code should you use for PPC 123's removal?

1. C
2. K
3. Q
4. R

7-46. What additional information should you record in the Status code block along with the new Status code?

1. Date removed
2. Initials of someone authorized to sign logbooks and records
3. Reason for removal
4. Short title of the item removed

7-47. On what additional AESR record should PPC 123's removal be logged?

1. Inventory Record
2. Equipment Operating Record
3. Miscellaneous/History record
4. AESR Front Cover

7-48. On the additional entry for PPC 123's removal, you should ensure that what items of information are included in the record?

1. Total manhours expended and elapsed maintenance time required to remove PPC 123
2. The names of the work center supervisor and maintenance technician who removed PPC 123
3. Reason for removal, location of removed parts, and the reference authorizing removal of PPC 123
4. Document number of the MAF recording removal of PPC 123 and appropriate equipment operational capability (EOC) code at the time of removal

7-49. What code indicates the exact reason engine serial number 0360347 is being removed?

1. 2 4
2. 7 4
3. 5 C
4. X

7-50. What information is indicated by the lone "2" in the removal transaction number 001?

1. Number of engines being reported
2. Engine position number
3. Number of engines installed on the aircraft
4. Number of previous ETRs submitted on this engine

7-51. Transaction 002 shows the engine transfer and lists the activity where the engine is being transferred as well as the document number and the date of the transfer. In which of the following additional locations should you record this information?

1. AESR Inventory Record
2. Miscellaneous/History record in the aircraft logbook
3. Inventory Record of the aircraft logbook
4. AESR Miscellaneous/History record

7-52. What additional items of information should you record along with the activity where the engine was transferred, document number, and date of engine transfer?

1. The aircraft the engine was previously installed in and the number of flight hours on the replacement engine
2. The Status code of the aircraft and flight hours since new
3. The Status and STAR code, reason for removal, and job control number
4. Type engine, model, and series number

7-53. In transaction 003, Status Code 2 1 indicates that the engine is in what status?

1. Serviceable, uninstalled, and RF1
2. Serviceable, installed, and RF1
3. Serviceable, uninstalled, and non-RF1
4. Serviceable, installed, and non-RF1

7-54. What is indicated by the "1-98" in the subject line?

1. The ETR was submitted in January
2. This was the first ETR submitted by VFA000
3. This was the first engine transferred by VFA000
4. This was the first engine received by VFA000

7-55. What Status code and STAR code combination indicates receipt of the replacement engine?

1. 11-NA
2. 21-61
3. 24-60
4. 24-74